hammer test or by a test with electronic or ultrasonic devices.

(d) *Ton.* The word ''ton'' means a ton of 2,240 pounds.

(e) *Safe working load.* The ''safe working load'' (SWL) contemplated is the load the gear is approved to lift, excluding the weight of the gear itself.

§ 71.47–5 Tests and examinations of shipboard cargo gear.

(a) For vessels fitted with cargo gear and without valid cargo gear certificates and registers issued by organizations or associations, recognized by the Coast Guard, inspections shall be made by those competent persons described in § 71.25–25(c)(1) and (2), to determine the condition and suitability of the shipboard cargo gear. For the initial and subsequent fifth year inspections, all the cranes, winches, hoists, derrick booms, derrick and mast bands, and all parts using in loading or unloading cargo shall be assembled in units and such assembled units shall then be tested under proof loads. The proof loads shall be handled for various types of units as required by specific regulations in this subpart. After the proof load tests of the assembled units of gear have been made, such gear shall be disassembled or dismantled so as to permit them to be thoroughly examined. The sheaves and pins of the blocks included in these proof load tests need not be removed unless there appears to be evidence of deformation or failure.

(b) For vessels fitted with cargo gear and holding valid cargo gear certificates and registers issued by organizations or associations recognized by the Coast Guard, the marine inspectors may accept such certificates as prima facie evidence of compliance with the requirements in this subpart. If an Officer in Charge, Marine Inspection, is in doubt as to the condition and suitability of shipboard cargo gear for such a vessel, the tests and examinations, or such portions thereof as deemed necessary, provided for in this subpart will be required.

(c) If any part or portion of the gear fails or becomes defective during such tests, such defective equipment shall be satisfactorily repaired or replaced.

[CGFR 65–50, 30 FR 16895, Dec. 30, 1965, as amended by CGD 87–089, 55 FR 21550, Aug. 8, 1990]

§ 71.47–10 Cargo gear of special design and limited use.

(a) The regulations in this subpart shall apply to cargo gear of special design and limited use (derrick barges rigged for heavy lifts, cargo booms on self unloaders, etc.) only to the extent that it is practicable to do so. These requirements may be modified by the Officer in Charge, Marine Inspection, where the inspection is performed, according to the design characteristics of such cargo gear.

(b) Nondestructive tests, such as radiography, ultrasonic, electronic or other methods, may be utilized to determine the condition of heavy lift gear after it has been unit tested, provided such methods are acceptable to the Officer in Charge, Marine Inspection, having cognizance of the tests. However, no deviations or modifications shall be permitted to lessen the requirements for cargo gear inspection as set forth in § 71.47–70 and the maintenance of the applicable cargo gear records as set forth in § 71.47–75.

§ 71.47–15 Cargo gear plans required when plans are not approved by a classification society or recognized cargo gear organization.

(a) For a new vessel or a vessel applying for initial inspection, the following plans of cargo gear shall be submitted in triplicate to the Officer in Charge, Marine Inspection, having jurisdiction for approval:

(1) Plans showing a stress diagram with the principal details of the gear.

(2) Plans containing a diagram showing the arrangement of the assembled gear and indicating the safe working load for each component part.

(b) The safe working load on which the design of any component part of the cargo gear is to be based, shall be taken as the maximum resultant load upon the component part in the design conditions assumed. The safe working load of the assembly is the load the gear is approved to lift, excluding the weight of the gear itself.